

We have to acknowledge the Return of Trade for the last quarter of 1885 issued by the Chinese Imperial Customs.

At the adjourned inquest held yesterday on the body of Chin Lik Ying, the Chinese machinist who was killed by getting entangled in the machinery at the Glass Works, on the 17th ult., the jury returned a verdict of accidental death.

We stated on Monday evening that certain changes would take place in the official ranks consequent upon the departure of the Attorney General (the Hon. E. L. O'Malley). The Press of this morning has the statement that our announcement was premature, i.e., that the appointments have not yet been actually made. We did not say that they had been officially announced, but there can be little doubt that they are practically settled.

On the 24th ultimo the homeward bound pennant was flying from the mainmast of H.M.S. ships *Pegasus* and *Albatross* at Shanghai, these vessels' three-year commissions having expired on Tuesday night. The *Albatross* is under orders to leave for home about May, but she will not go off the station till her relief, the *Satellite*, comes across from the Pacific Station. On the same night the crew of the *Albatross* invited the crew of the *Pegasus* to a dinner party ashore. —N. G. D. News.

There other evening we reproduced a paragraph which was translated from a Japanese native paper by the *Japan Gazette*, in which it was stated that Mr. José Loureiro, Portuguese Consul in Hongkong, had a former Consul in Hongkong, and was coming shortly to Macao. We believe this information is incorrect; probably the native paper has mistaken Mr. Loureiro for Mr. Rosa, the Governor of Macao and Portuguese Minister Plenipotentiary to Japan, who was recently in the Kingdom of the Rhine.

This rifle shooting match, between teams of seven Effective Members and seven Honorary Members of the Hongkong Volunteer Corps, will come off next Saturday afternoon. The Effective Team is composed as follows:—Lieut. Holmes, Sergeant Tomlin, Gunnery Cornish, Wood, Morden, Jackson, and Hope. The Honorary Members competing against the Effective are—Messrs Grose, Stiebel, Woodin, Leigh, Boyd, J. D. Humphreys, and Legge. We believe the conditions are—Seven shots at 200, 400, and 600 yards; no sighting shot; Martini carbines. It is intended to hold the farrow dinner for Major Tripp on Friday week, and not after the match, as was at first proposed.

The Shanghai Customs understands that the Commission which was provided for under clause 7 of the Chinese Convention has at last been appointed, and that Mr. Arthur Davenport, who has been appointed to the Canton Consulate, will also be a member. The Commission in question reads:—The Government of Hongkong having long complained of the interference of the Chinese Customs Revenue Cruisers with the junk trade of the Colony, the Chinese Government agrees to the appointment of a Commission to consist of a British Consul, an officer of the Hongkong Government, and a Chinese official of equal rank, in order to the establishment of some system that shall enable the Chinese Government to protect its revenue without prejudice to the interests of the Colony. The *Courier* hazards no opinion as to who the Hongkong official will be. Mr. Justice Russell was at one time suggested.

The adjourned inquiry into the circumstances attending the death of Fung Tsui Tse and Chung Aut, two coolies who were killed by a fall of earth at the Ly-se-moon Central Battery on the 19th Feb., was concluded this afternoon before the Acting Coroner, Mr. N. G. Mitchell-Innes, and a jury. The evidence produced was rather conflicting. It appeared that the deceased had received instructions to work at the dangerous portion of the trench where the accident occurred, though it was not very clear from whom the orders emanated. The jury returned an open verdict to the effect that the deceased met with their deaths from a fall of earth in a dangerous part of the trench, but could not decide on the evidence as to who was responsible for the man being employed there.

Two of the Chinese foremen in charge of the coolies engaged on the works, named Tse Chong and Ho Kwai, have been arrested by the Police on a charge of causing the death of the two men who were killed. This statement made by our contemporary this morning, that Dr. Ho Kai had been offered the appointment of Chief Secretary to the Chinese Legation at Washington, cannot be said to be premature, as the offer was made to Dr. Ho Kai fully two months ago. This post of Chief Secretary to the Chinese Legation in the U. S. A. has become a rather important one to fill, and none the less so on account of the disagreeable telegrams recently received from the United States. Mr. Ng Choy could not accept it, as he has been confirmed in the appointment of legal adviser and translator to H. E. Li Hung Chang; but although an exceptional man is really required for the position, the conservation of the Chinese officials is likely to prove an obstacle in the way of obtaining a suitable Secretary. We believe that one of the conditions is that

the Chinese costume must be worn; and further that, although a thorough knowledge of the English as well as the Chinese languages and manners is considered necessary, most slender inducements are held out to gentlemen possessed of such a knowledge. As an instance of this mistaken policy, it may be mentioned that no Chinese would accept such a post without first securing the rank of an Expectant Knight; and as this title and rank can be obtained only by the expenditure of a very large sum of money, it is natural that a gentleman holding the position which Dr. Ho Kai has gained would hesitate to accept a responsibility of so expensive a nature. We understand that Dr. Ho Kai has been pressed to accept this post, but that these considerations have led him to decline the honour; and until the Chinese Government sees fit to adapt its official system so as to meet cases like the present, it will fall altogether in obtaining suitable men for important offices similar to that which it is now so anxious to fill.

Truth is glad to hear that the Queen contemplates issuing a ukase, censuring the barbarous fashion which so many women have lately adopted of wearing the bodies of birds, or parts of their bodies, in bonnets and hats, and in dresses. Her Majesty strongly disapproves of this practice, which of late has greatly increased, which is daily increasing, and which most assuredly ought to be abolished.

L'Echo de Shanghai says that the French Municipal School was opened at 3 p.m. on Tuesday, 23rd ultimo. The school is in a house near the succursale of the Hotel des Colonies, which has been found insufficient in accommodation for the number of scholars. M. E. G. Vouillemin, President of the French Municipal Council, addressed a few words of advice to the scholars and masters, and his remarks were translated into Chinese by the Rev. Father Tournaud. L'Echo says there are now a hundred and twenty young Chinese and several adults attending the school.

In every one, the Army and Navy Gazette says, would follow the example of Viscount Wolsley, not set for the first time, in refusing to pay the fees demanded for no reason at all from those whom 'the Queen delighteth to honour' by the grant of a title, who certainly are not 'survivals of the Aetna' of the practice of 'tying on' an officer's honours by his sovereign for his services would soon cease to exist. There were claims of nearly 1,000, made against Viscount Wolsley upon his being raised to the peerage, and on being made a K.P.; but his lordship, with his usual spirit and very commendable military promptitude, gave the claimants to understand that he would see them at a very great distance indeed before he acceded to their demands. They have not got to the requisite point yet. The heralds may 'sound the charge' in vain.

Says Truth:—An ingenious fraud—there is no other name for it—practised by the Admiralty upon officers and seamen on the China station has just been exposed, not, if I remember aright, for the first time. It is the custom, it seems, to distribute pay on that station in silver dollars, the Government rate for which is 3s. 8d., while the bank rate is 3s. 4d. Those who can remit their pay home through the Admiralty and draw on their bankers may protect themselves against this swindle. Those, however, who have not this resource, in which number are, of course, included all seamen, are simply defrauded of 3d. on every dollar paid to them. If this arrangement were only part of a system of small pecuniary swindles, one would not be too hard on it. But when the department which consends to such a contemptible trick itself spends a million of money without knowing it—

THE STRANDING OF THE MAIL STEAMER 'THAMES'

The P. & O. S.N. Co.'s steamer *Thames*, Capt. W. A. Seaton, with mails and passengers for Home, left her moorings in the harbour at about 4.20 yesterday afternoon on her voyage to Europe. The eastern exit from the harbour was chosen by Captain Seaton, owing probably to the fact that the steamer was heading that way at the time of starting and also that after clearing the Ly-se-moon Pass the course is clearer than that from Green Island, as the Laidroes can then be given a wide berth. The weather was rather thick when the vessel started, but was not sufficiently so to cause any apprehension of serious danger. Shortly after passing Kellott's Island, however, the *Thames* ran into a dense fog bank and her course became very obscured. At about 5 p.m. it was seen on board that the vessel was to the southward of her proper course, and a few minutes afterwards a slight shock was felt as the first touched ground, and almost immediately after a second and more violent shock was experienced which caused the vessel to lurch violently to the starboard side. The engines had been reversed before the vessel struck, and she had therefore little way upon her at the time. It was, however, at once apparent that the ship had received some serious damage from the rock she had struck, and the engines being kept going astern she was backed off the rock, in comparatively shallow water, and her anchors carried out and made fast. It was then discovered that the spot where the vessel had struck was the spit at the extreme end of Ah King Ngam Bay, just beyond Sha-ki-wan. Intelligence of the disaster was telegraphed from the Sha-ki-wan to the Central Police Station without delay, and upon the information being forwarded to the P. & O. Company's office several steam launches and lighters were at once despatched to the assistance of the crippled vessel. Everything on board after the vessel struck was managed with the greatest order and regularity, Captain Seaton at

once informing the passengers of the real position of the ship and assuring them that there was no actual danger. One of the Kowloon ferry launches was among the first to arrive on the scene, and about 6.30 p.m. most of the cabin passengers embarked on board to be carried back to Victoria, the mails in the meanwhile having been landed at Sha-ki-wan, and forwarded thence in a Police boat to the General Post Office. Almost immediately after the vessel struck it was found that there were two feet of water in her fore-hold, but as the ship is built in seven compartments, and the only injury she appeared to have sustained was in the fore compartment, the engine room and main hold were intact and no danger was apprehended. The steam pumps were at once set to work, but it was soon found that the water was gaining in the fore-hold. By that time, however, several lighters, despatched by the Company, had arrived, and work was commenced in discharging the cargo from that portion of the ship. About 11 o'clock, the Chinese passengers, to the number of about one hundred, were put, with their baggage, on board a lighter and towed by a steam launch back to Victoria. Before seven o'clock, the police from Sha-ki-wan under Inspector Swanton, who was at the Central Station when the news of the casualty arrived, were on board to give any assistance required by Captain Seaton and his officers, and soon after Inspector Cradock, with a party of water police in a steam launch, arrived on the scene. It was at first thought that some of the fishing community from Sha-ki-wan might attempt some looting operations, but fortunately from first to last the strictest order was maintained on board and among the craft around.

By two o'clock this morning the water in the fore hold had risen to sixteen feet, the depth of water around the ship being six and a half fathoms forward and seven fathoms aft. By 11 this morning the depth of water in the fore hold had increased and was level with the water outside. Several additional lighters were sent during the morning to assist in unloading the vessel. All the cargo was taken from the main hold and some water had reached this compartment from a leak in the bulkhead, caused probably by the swelling of the help stored in the fore hold. The aft hold was dry, and provided the fore bulkhead holds out against the strain from the force of water in the fore hold there should be no difficulty in taking the vessel round to Aberdeen Dock which has been prepared for her. The *Pilot* went this morning to render any assistance necessary.

An examination made by divers, this morning, of the injuries sustained by the *Thames* has shown that the vessel's stem from the 12 feet mark, fore foot and keel to about 10 feet aft the collision bulkhead have been torn away. She was then drawing 26 feet of water forward and 17 feet aft. She will be able to steam round to Aberdeen. Her own pumps were keeping the main compartment dry. The *Thames* was launched from Messrs J. and G. Thomson's yard at Clyde Bank, Glasgow, in September 1881. She is a very fine steamer, built of steel, spar decked, with seven bulkheads. Her gross tonnage is 4,101, and registered 2,181. Her engines are of the newest compound type with inverted cylinders of 36 and 100 inches respectively, with a stroke of 63 in. Her H. P. is 800 nominal with about 4000 indicated.

The following were the European passengers who were on board at the time of the accident:—From Hongkong: for Singapore, Miss Cooke, Miss Ryan, and Mrs. Chan Kim Lee; for Penang, Mrs. Koh Ah Sock; for Brindisi, Mr. H. St. John Browne; for Marseilles, Messrs G. R. Johnston and H. R. Coombes; for London, Mr. and Mrs. Wade Gardner and 2 infants, Mrs. Ott and 3 children, Mrs. Weeks and 3 children, Mrs. Cressy Evans, Sergeant Dohlin, Jones, McKay and McAuley. From Shanghai: for England, Mrs. Bono and family, Messrs Webster and Eckford. From Yokohama: for London, Mr. W. Love.

We understand that the mails and passengers will go on by the Company's steamer *Zeeheren*, which will leave at noon tomorrow. The Japanese mails and passengers will proceed by the S. S. *Zambet*, due here from Bombay to-day.

CRICKET.

H. K. C. C. VICTORS. A match was played to-day on the Cricket Ground between the Hongkong Cricket Club and a team of Visitors. At gunfire the H. K. C. C. were for the first innings 31 ahead of the Visitors, with four wickets to fall.

The following are the scores:—
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**SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.**

Yessie's Name.	Flag & Bld.	Destination.
Ashington	Brit. str.	
Eng Lee	Siam. bqe.	
Leo Sang	Brit. str.	Shanghai
Livingstone	Brit. bqe.	
Oopack	Brit. str.	

Mary Austin Brit. str.
Milton Brit. str. Hongkong

Kiang-ping Amer. str. Canton
 AMOY.
 In port on February 20, 1888.
 MERCHANT STEAMERS.

Holhow	British	
Fokien	British	Hongkong
MERCHANT SAILING VESSELS.		
Anna Bertha	Ger.	bqe.
Anna Dorathea	Ger.	bqe.
Chateaubriand	Brit.	bqe.
Claro Babuyan	Brit.	bqe.

Guiding Star	Brit.	bqe.
Hak Lee	Dan.	bqe. Taiwanfoo
Oscar Mooyer	Ger.	bqe.

FOOCHOW.
In port on February 20, 1886.

MERCHANT STEAMERS.

China	British
Q.	Q.

Hae-an Chinese
Namoa British

MERCHANT SAILING VESSELS.

Loong Wha Brit. bgo. Hongkong
Siam Siam. bgo.

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SHANGHAI.

In port on February 24, 1886.

MERCHANT STEAMERS.

Anchises	British	
Chiynen	Chinese	Nagasaki, &c.
Chungking	Chinese	
El Dorado	British	Uhefoo, &c.
Fung-ahun	Chinese	
Fuyew	Chinese	
Glenearn	British	London
Gulf of Suez	British	

Haanin	Chinese	Hankow, etc.
Hoo-ting	Chinese	
Hideyoshi Maru	Japanese	Kuchinotzu
Iduna	Gorman	
Ingeborg	British	
Kiang-Kwan	Chinese	
Kiang-tung	Chinese	
Kut Saug	British	
Kwong-ang	British	

Lee Yuen	Chinese	Hongkong
Marcia	British	
Newchwang	British	
Ngankin	British	
Oxus	French	Marseilles
Pautah	Chinese	
Peshawur	British	H'kong, &c.
Poochi	Chinese	

Sin Nanzing	British	
Sual	British	Hankow, &c.
Swatow	British	
Taiwo	British	
Taku	British	
Telemachus	British	
Thames	British	London, &c.
Tokio Maru	Japanese	Nagasaki, &c.
Udessa	British	

Olycees	British
Whe-on	British
Wuchang	British
Yangtze	British
Yung-ning	Chinese

MERCHANT SAILING VESSELS.

Africa	Brit.	bqe.
Anglo Indian	Brit.	b.ee.
Bona Fides	Norw.	sh.

Charley	Brit.	bq.
Chihaya Maru	Japan	bq.
Chingteh	Chi.	bq. Laid up
Drottning Sophia	Nor.	bq.
G. R. Skolfield	Amer.	sh.
Hedvig	Brit.	bq.
John Potts	Brit.	bq.
Leonora	Aust.	sh.

Lothair	Brit.	bqe.
Luzon	Amer.	ah.
Pelham	Brit.	bg.
Perle	Brit.	bqe.
Ringleader	Amer.	sch.
Sea Swallow	Brit.	bqe.
Solidor	Brit.	bqe.
Tetuan	Brit.	bqe.
Vigilant	Amer.	sh.

Wand. Minstrel Br. Sm. sch. London
Wylö Brit. bqe.

NAGASAKI.
In port on February 20, 1886.
Kozaki Maru Japan. bqe.

YOKOHAMA.

In port on February 19, 1886.	
Ada	Brit. sch.
Archimede	Brit. bqs.
Diana	Amer. sch.
Guam	Brit. sch.
Nemo	Brit. sch.
Penelope	Brit. sch.
Rosa	Amer. sch.
Sashem	Amer. sch.

MANILA.
In port on February 5, 1886.

Almatia	Amer.	sch.
Anahuac	Amer.	sh.
Egero	Norw.	bge.
Gainsborough	Brit.	sh. United States

Helicon	Amer.	sh.	
H. J. Libby	Amer.	bqe.	
J. E. Ridgway	Amer.	sh.	
Kingsport	Amer.	sh.	United States
L. J. Morse	Amer.	sh.	
L. v. Vangerow	Ger.	sh.	
Mendota	Amer.	bqe.	
Mindoro	Amer.	sh.	
M. ...	Amer.	sh.	

Nervion	Span. bqe.
Nylghau	Brit. sh. New York
Parthia	Brit. sh.
Pilgrim	Amer. bqe.
Primus	Russ. sh.
St. Stefano	Erit. sh.
Thor	Norw. bqe.
Ventura	Span. bqe.

OEBU.
 Mary L. Stone Amer. sh.
 BANGKOK.
 In port on February 13, 1886.
 Ang. Acrame Ital. bqe
 Advance Siam. bqe

Amity	Brit.	bqe.
Aurora	Brit.	bqe.
Ban Lee	Siam.	bqe.
Borra Norfolk	Siam.	bqe.
Bna Pan	Siam.	bqe.
Bua Cao	Siam.	bqe.
Caroline	Siam.	3 sc.
C. Wattana	Siam.	bqe.
Confiance	Siam.	ant.

Confucius	Siam.	bg.
Diamond City	Siam.	bg.
Doretta	Siam.	bg.
Envoy	Siam.	bg.
Falcon	Siam.	bg.
Foochow	Siam.	bg.
Fortune	Siam.	bg.
Friederich	Ger.	bg.
Goliath	Siam.	bg.

Meridian	Siam.	sch.
Muscino	lal.	bqe.
Rapid	Siam.	bqe.
S. Hauced	Brit.	sch.
Siamese Crown	Siam.	ah.
Titchou	Siam.	bg.
Young Siam	Siam.	bqe.

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